



BLACKWALL RAILWAY TERMINUS.

REPORT OF THE DIRECTORS OF THE
BLACKWALL RAILWAY.

Nothing so much surprises the foreigner as the large sums expended upon railway stations. The Parisian is contented with a terminus which costs as little as possible, whilst we look to substantial edifices which are to last to future generations. We give an example of one in the immediate neighbourhood of Paris, which exhibits the manner in which the diligences are placed upon the rails. The spacious Blackwall terminus, and its pier, are objects of great interest and admiration to the stranger on his arrival; but when he learns from the following documents, which have just been presented to the shareholders of the Blackwall Railway Company, the enormous sum of money spent upon the railway, he is not surprised at the outlay upon other points. We have certainly little to say in favour of a system so lavish of money.

Statement of the Capital Account to 30th April, 1843.

Dr.	£.	s.	d.
Act of Incorporation, &c.	53,548	11	7
Property purchased and compensation	535,091	8	5
Deduct property sold, 71,457l. 8s. 9d.; old materials and rent, 19,459l. 0s. 8d.	90,916	9	5
	444,674	19	0
Works	434,498	17	8
Surveying and valuing	9,004	9	0
Engineering, plans, &c.	9,621	11	2
Carriages and trucks	22,000	0	0
Solicitors, viz.:—			
Conveyancing	20,373	16	2
Jury cases, disputed claims, and 50 feet cases	12,691	10	7
Suits, actions, and appeals	3,225	3	10
Miscellaneous	1,053	13	11
Interest, stamps, commission on mortgages	10,534	16	4
Interest on temporary loans	17,360	11	8
Deduct interest received	4,929	5	1
	12,431	6	7
Venders' cost on conveyances	26,791	15	1
Rates and taxes	4,083	6	10
Direction	5,900	0	0
Advertisements	1,446	14	1
Office expenses	8,938	17	3
	£1,080,818	9	1

Supposing all contingencies settled, the real cost of the railway will stand as follows:—

Statement of the probable ultimate Charges.

Dr.	£
Act of incorporation, inclusive of all preliminary expenses,—subsequent Acts of Parliament, and attendant charges	53,540
Property purchased and compensation, 535,591l.; due, 4,116l.	539,707
Deduct property sold and paid for, 71,457l.; Rents and old materials ditto, 19,459l.; Property sold and not paid for, 9,245l.; Ditto to be sold, estimated at 31,000.	131,161
	408,546
Works paid for	434,498
Due	1,210
Carriages and trucks	22,000
Due	1,470
Engineering, drawings, &c.	9,622
Surveying and valuing, paid	9,004
Due	332
Solicitors, paid	37,343
Due	5,643
Interest on temporary loans	17,360
Less received	4,929
	12,431
Interest, stamps, &c., on mortgages	10,534
Venders' costs on conveyances	26,791
Rates and taxes	4,083
Advertisements	1,446
Direction	5,900
Office expenses	8,938
Outstanding claims under litigation	2,000
Balance	11,003
	£1,066,571

ST. SEPULCHRE CHURCH, CAMBRIDGE.

Our readers will probably be anxious to learn what progress has been made, since our last account, in the restoration of this church. We are happy to be able to announce that the works are at length rapidly approaching their completion. The interior of the church has been plastered (with a view to the reception at some future time of its original decorations in fresco); the west door, with its beautiful recessed mouldings and jamb-shafts, entirely rebuilt. Of the twelve Norman windows eleven are now filled with stained glass; the naked roofs of the chancel and north aisle have been cleaned and varnished, and all the stonework inside and outside finally cleaned and dressed. It is needless to add that the round nave already assumes a most sombre and beautiful aspect, the deep and varied tints of the narrow windows excluding the glare of day, and imparting a rich dimness of effect, which

will hardly be surpassed by any building in the kingdom, when the encaustic pavement of interlacing circles and a stained east window shall have been superadded to the present works. The whole church will very shortly be paved with the former, intersected and relieved by lines of plain red, by which the too monotonous and floor-cloth like appearance observable in the Temple Church will be avoided. The fittings of the choir and aisles will be low open oak sittings with carved poppy-heads, exactly in the ancient style, and not a single pew will be reserved in any part of the church. The wood work is now in a forward state; and as every portion absolutely necessary for the completion of the church for Divine service is now rapidly advancing, it is confidently hoped that the building will be re-opened in October next. The committee are most desirous, if possible, to add an oak roof to the new aisle, similar to those already existing of Tudor date, and have procured a stained east window, to be

put in hand by Mr. Willement. For the former purpose they have received the munificent promise of the timber required, carriage included; and for the latter a special subscription is opened, and about 100l. already guaranteed.—*Ecclesiologist*.

WHITE BALL TUNNEL.—So many hands were wanted in the operations at the White Ball Tunnel on the line of the Bristol and Exeter Railway, that 7s. per day was offered to first bricklayers, 5s. a day for good workmen, and 3s. 6d. a day bricklayers' labourers; and if any were disposed to go down from the neighbourhood of Bath to Bristol, the contractors gave notice that they would pay their fare from the latter city in the second class trains to Beam Bridge. This was in consequence of the laziness of the navigators employed, who, during the fine weather, refused to work, except a day or two a week, to pay for their beer, lay out in the fields, robbing the hen roosts and orchards.